





Chong for No. 3,000, the purchaser being  
Hing-chong.

The Courier says that two of the three  
nearly injured by the gunpowder explosion in  
godown of Messrs. Schults and Co., Shan-  
hai, have succumbed from the injuries they re-  
ceived. One died on Monday morning, and the  
other on Sunday evening, the 26th ult.

The attention of owners of chairs or vehi-  
cles as well private as public, is invited in the  
No. 1 The Vehicles and Public Traffic Ordinance  
1883," which requires all chairs or vehi-  
cles to keep to the left hand side of the road.  
It applies to all roads in the colony.

Dr. Dolebrack's weather report for the 25th  
of August is published in one of the papers.  
The mean temperature was 81.2, the maxi-  
mum 89.7, and the minimum 75.2. The sun  
shines 201.9 hours, and the rainfall was  
inches. There is also published the report  
of the typhoons of 1834 and 1858, with six  
pages.

The Daily News of the 25th Sept. says  
"Last week's fire published in one of the  
papers in Shanghai was out for a sail, with  
boat capsized and sank. The occupants  
were rescued. Yesterday morning the  
which went down off the Pootung River  
drifted along the bottom of the river, was  
up at Pootung Point. As the flag was  
raised to which the Captain belonged, a  
half-mast on Sunday, somebody spread a  
sheet of paper upon the flag, and said  
There was no truth in the report, wher-  
ever flag-bearer at half-mast for one of the crew  
died in the Hospital."

The Daily News of the 27th ult. says:—  
Monday, the Turf Boat Association discovered the *Fairy* to the unknown wreck that has so much talked of. We believe the under-mentioned had something to do with the expedition, and Mr. Wilson, the Company's driver, furnished with a letter from the Coast-guard, proceeded to the wreck, five miles off the *Fairy*, with Messrs. Wilson and Davidson aboard, proceeded down the river on Monday afternoon on Tuesday at a spot as near as possible to the wreck, where the *Fairy* was found. Wilson then got a native boat and hoisted the British flag at the stern, and took the *Turf* document with him. The water was very rough, the boat considerably humming on the way, so they did not make much progress. Apparently the Chinese crew would not go further, for it seems Mr. Wilson was on the creek on Thursday night, some fourteen miles from the wreck. There he was attended by hundreds of pirates, who said he was a thief and took his letter, sails, rudder, and yuloh, and, and attacked him and his crew. He was being so many opposed to him, he was obliged to resist long and therefore tried to get in boat, for the purpose of crossing the creek to the crowd met him, and one of them threw him a heavy blow on the left temple, which he fell back, brooding the boat. He then seized him and his crew, and dragged with his broken leg through the mud to the boat, where he was kept all night and all day, and was not released until the 27th ult. Here Mr. Wilson, returned to the *Fairy*, and was free on Saturday evening. He was then taken to the Hospital, where the broken bone was set by Dr. Little.

For the XII, Graham is credited with 288 points, 15 goals and 10 assists. Barrie 5, Travers and Grimbie 4. With a few exceptions the folding was not the mark.

On Saturday, at 2 o'clock the XII, some of their innings, over which we had better not speak, were made up by the following:—Barrie, Grimbie, Jackson, and Lloyd the one man who received double figures and are credited with 20, 18, 11 and 10 respectively. Smith's bowling was most deadly, as he snuffed 3 wickets for 42 runs. The addition of the ALLCarners was good, and several more were made by Vickers, Lammert, and Jones, too, did good service at the wicket. Foes closed for 89, necessitating a follow on the second attempt the XII were more successful. Graham heading this list with a well-earned 40, followed by Travers 33, Grimbie, Cotes, Brannwell, and Travers reached double figures. In McLean, Foes had a good straight and steady bowler, and in this gentleman's ability often put in an appearance. The "follow on" closed at five minutes to twelve for 137. The match then resulted in an easy victory for the ALLCarners.

In the interest of cricket members are particularly requested not to bring dogs on the field.

By kind permission of Col. Anderson and the Band of the Newfoundlanders we played a delightful session on Saturday, most much to the enjoyment of everyone who graced this ground.

[illegible]

WHAT THE SILVER GRUBBER IS BARRED FROM DOING.

NEW YORK, Sept. 24.—A *Sun* editorial says: "In this country, unless it fight itself," says that solid old organ, the *Atlantic Constitution*. Co. temporary would also have been right in this case. The silver grubs originated with the war, and they have been a constant source of cheapness through misfortune, avarice, obstinacy, stupidity, and halcyon. When reduced to the simplest form of statement, the anti-silver crusade results in the same old story: the grubs have been on this subject now for three wars and two ages.

THE BARTHOLOMEW. NEW YORK, Sept. 24.—It is now said that the unveiling of the Bartholomew statue will not take place until November. There have been some unexpected delays in the sequence of the necessary requisitioning of some of the copper plates which have been set out of shape by the rough handling of the transportation. Another cause of delay is the necessity for providing some additional plates for the arm that holds the torch.

VICTORIA MORRISON DESERTS HER HUSBAND.

NEW YORK, Sept. 24.—The story is printed here that Victoria Morrison has deserted her coothead man, and that the woman is that she has returned to her father, Mr. Morocani.

THE BARTHOLOMEW IN SOUTH CAROLINA.

CHARLESTON, Sept. 24.—An earthquake such as that which has been known in the history on this city, says Charleston last night shortly after midnight.

vomiting heated Minish mud." They  
 that this mud is drawn to a light of  
 foot, and that it is running down the  
 in boiling torrents. Foul and rocks have  
 ejected and lurid flames were seen  
 through the crevices in an earth chamber  
 of about four and a half miles, and  
 opening they found many smaller fissures  
 sulphurous vapor, impregnates the air at  
 some over every one who breathes the  
 statement seems incredible, but there is  
 not of verifying the report.

WASHINGTON, 2d Sept.

The following dispatch was received to-  
 day from Queen Victoria :

BALMORAL, 2d September.

To the President of the United States :—I  
 express my profound sympathy with the sad  
 fate the earthquake and waves have be-  
 come a calamity to the people of Chile, and  
 have been less disastrous than reported.

THEIR ROYAL HIGHNESS THE DUCHESS OF  
 NEW YORK, 4th Sept.

Private letters and copies of the *Times*  
 (London) papers, just received in this  
 ship *Edith Gold*, announce that the *Isle*  
 visited by a terrific earthquake and windstorm  
 19th ult. Entire plantations in the interior  
 of the Island were laid waste. Buildings  
 well-built, vessels in the harbours were  
 ashore, and an immense amount of property  
 all parts of the Island was destroyed.

AN ENGLISH EMBASSY IN MEXICO.  
 CITY OF MEXICO.

A body of troops of English com-  
 with headquarters in London, has got  
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MAIL STEAMSHIP COMPANY.

GO TO NEW YORK, VIA OVER-  
RAILWAYS, AND TOUCHING AT  
YOKOHAMA AND SAN FRANCISCO.

U. S. Mail Steamer "CITY OF  
PENNY" will be dispatched for San  
Francisco via Yokohama on TUESDAY,  
the 10th, at THREE P.M., taking Passen-  
gers and Freight for Japan, the United States  
and Europe.

Freight Bills of Lading issued for trans-  
shipment to Yokohama and other Japan Ports,  
San Francisco, to Atlantic and Inland Cities  
United States, via Overland Railways to  
New York, to Trinidad, and Demerara, and to ports  
in Central and South America, by the  
above-named Steamers.

Passage Tickets granted to England, and Germany by all trans-Atlantic line vessels.

**RETURN PASSAGES.**—Passengers, who have been re-embarking at San Francisco from China or Japan (or vice versa) within six months will be allowed a discount of 20%, from the fare if re-embarking within one year, and of 10% if re-embarking from San Francisco. The re-paid Return Passage Order, available for one year, will be issued at a Discount from Return Fare. These allowances apply to the required fares from China and India to Europe.

Passengers will be received on board until 4 P.M. the day previous to sailing. Parcel Packages received at the Office until 5 P.M. same day. Parcel Packages should be marked to order in full value of same is required.

Freight Invoices and Company's Cargo Receipts sent to Paris beyond San Francisco should be sent to the Company's Offices

Envelopes, addressed to the Callisto  
at San Francisco.  
Further information as to Passage and  
Fares apply to the Agency of the Company,  
A. Queen's Road Central.  
C. D. HARMAN, Agent.  
Hong, 24th September, 1886.

STEPA 4 FOR  
SINGAPORE, PENANG, COLOMBO,  
MANN, SUEZ, PORT SAID, MARSEILLE,  
MANTUA, GIBRALTAR, BRINDISI,  
TRIESTE, VENICE, PLYMOUTH,  
AND LONDON;  
ALSO,  
BANGALORE, MADRAS, CALCUTTA, AND  
AUSTRALIA.  
CARGO CAN BE TAKEN ON THROUGH  
BILLS OF LADING FOR BATAVIA, PERSIAN  
GULF PORTS, MARSEILLES, TRIESTE, HAM-  
BURG, NEW YORK, AND BOSTON.  
THE PENINSULAR AND ORIENTAL STEAM

NAVIGATION COMPANY'S Steamship  
"CONA", Captain S. F. Colo, with  
Majesty's Mails, will be despatched from  
for LONDON direct via SUEZ CANAL  
around Ports of call on **TUESDAY, the**  
October, at FOUR P.M.  
cargo will be received on-board until  
A.M. PARCELS and SPECIES (Gold) at the  
until TEN A.M., on the day of sailing.  
for further particulars regarding FREIGHT  
and other conditions apply to the PENINSULAR &  
NAVIGATION STEAM NAVIGATION COMPANY'S  
Office, Hongkong.

Contents and Value of Packages are re-  
lated to be declared prior to shipment.  
Particulars are particularly requested to note  
the terms and conditions of the Company's  
Bill of Lading.

B.—This Steamer takes Passengers and  
cargo for Marseilles.

**E. L. WOODIN,**  
Acting Superintendent.

HONGKONG, 28th September, 1886.  
 TEAM TO YOKOHAMA VIA NAGA-  
 SAKI AND KOBE.  
 (Passing through the INLAND SEAL  
 carrying Cargo on thorough Bills of Lading to  
 VLADIVOSTOK and CHERULPO.  
 THE P. & O. S. N. Co.'s Steamship  
 "THIBET".  
 leave for the above place on FRIDAY,  
 11th October, at 2.30 P.M.  
 E. L. WOODIN,  
 Acting Superintendant.  
 HONGKONG, 28th September, 1886.  
 TEAM TO SHANGHAI.  
 THE P. & O. S. N. Co.'s Steamship  
 "VERONA".  
 leave for the above place about 24 hours  
 after her arrival with the Outward English

E. L. WOODIN,  
 Acting Superintendent.  
 Hongkong, 25th September, 1886.

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FOR HAYRE AND LONDON.  
 THE A I American Ship  
 "ZOLA"

C. Soper, Master, will sail here for the above  
 destination and will carry quick despatch.  
 For Freight, apply to  
 ARNHOLD, KARBERG & Co. [112  
 Hongkong, 4th September, 1886.

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FOR HAYRE AND LONDON.  
 THE 3/3 L II British Ship  
 "NAUPACTUS."

Masters, Master, shortly expected here will load  
 at the above Ports and will have quick despatch.

For Freight, apply to  
HONGKONG, 10th September, 1896. CARLOWITZ & Co. 1758

FOR HAMBURG.  
THE 33 L II British Barkes

"COSMO."  
Jannett, Master, will load here for the above  
Port, and will have quick despatch.  
For Freight, apply to  
HONGKONG, 1st September, 1896. EDUARD SCHELLHASS & Co. 1695

FOR VICTORIA. (V.I.)  
THE British Barkes

"ANTOINETTE."  
Bunjo, Master, shortly expected here, will have  
quick despatch as above.  
For Freight, apply to  
MELCHERS & Co.

Hongkong, 10th September, 1896. [1797]

FOR NEW YORK.  
THE American Bank

"ANNIE W. WESTON."  
Duncan, Master, will load here for the above  
Port, and will have quick despatch.  
For Freight, apply to RUSSELL & Co.  
Hongkong, 14th September, 1896. [1778]

FOR NEW YORK.  
THE 5/6 L. I. American Bank

"FRANCIS R. FAY."  
C. E. Petegrova, Master, will load here for  
the above Port, and will have quick despatch.  
For Freight, apply to PUSTAU & Co.  
Hongkong, 22nd September, 1896. [1832]

FOR NEW YORK.  
THE 3/3 L I American Ship

"GEORGE CURTIS,"  
Captain Sprout, will load here for the above  
Port, and will have quick despatch.  
For Freight, apply to  
SIEMSEN & Co. | 1932  
Hongkong, 28th August, 1886.

FOR SAN FRANCISCO.  
THE 100 A I American Ship.

"T. F. OAKES,"  
Chief Master, will load here for the above  
Port, and will have quick despatch.  
For Freight, apply to  
RUSSELL & Co. | 1733  
Hongkong, 7th September, 1886.

FOR SAN FRANCISCO.  
THE British Ship

Wm. Colville, Master, will load here for the  
above Port, and will have quick despatch.  
For Freight, apply to  
**MELCHERS & Co.**  
Hongkong, 23rd August, 1886. |1629

**PACIFIC MAIL STEAMSHIP COMPANY**

**THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING YOKOHAMA AND SAN FRANCISCO**

**"THE U. S. Mail Steamer 'CITY OF SYDNEY'"** will be despatched for San Francisco via Yokohama on **TUESDAY, 12th October, at THREE P.M.**, taking Passengers and Freight for Japan, the United States and Europe.

Through Bills of Lading issued for trans-shipment to Yokohama and other Japan Ports to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by Connecting Through Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic Lines of Steamers.

**RETURN PASSAGES**—Passengers, who have paid full-fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20%.

**Return Fare**: if re-embarking within one month an allowance of 10% will be made; if re-embarking between one month and six months, an allowance of 5%.

**Freight**—Pre-paid Freight on Packages, Orders, and other cargo, will be issued at a Discount of 25% from Return Fare. These allowances do not apply to through fares from China to Japan & Europe.

Freight will be received on board until 4 o'clock previous to sailing. Parcel Packages will be received at the Office until 5 P.M. of the day; all Parcel Packages should be marked address in full; value of same is required.

Consular Invoices to accompany Cargo destined to be sent to beyond San Francisco should be sent to the Company's Office.

in Seated Passengers, addressed to the Captain  
of Customs at San Francisco.  
For further information as to Passages  
Shippers apply to the Agency of the Company,  
No. 50A, Queen's Road Central.  
C. D. HARMAN, Agent.  
Horseong, 24th September, 1886.

STPA 4 FOR  
SINGAPORE, PENANG, COL  
ADEN, SUEZ, PORT SAID, MARSE  
LES, NANTES, GIBRALTAR, BRIN  
TRISTE, VENICE, PLYMOUTH  
AND LONDON;  
ALSO,  
BOMBAY, MADRAS, CALCUTTA,  
N.B.—CARGO CAN BE TAKEN ON THE  
—BELLS OF LADING FOR BATAVIA, PE  
GULF PORTS, MARSEILLES, TRIESTE,  
BURG, NEW YORK, AND BOSTON.

THE PENINSULAR AND ORIENTAL  
NAVIGATION COMPANY'S STEAMERS  
"ANCONA," Captain S. F. Cole,  
Her Majesty's Mails, will be despatched  
for this for LONDON direct via SUEZ C.  
and will start on TUESDAY  
14th October, at FOUR P.M.  
Cargo will be received on board  
TEN A.M. Parcels and Specie (Gold)  
Office until TEN A.M., on the day of sailing.  
For further particulars as to Rates, F  
and Passage apply to the PENINSULAR  
ORIENTAL STEAM NAVIGATION COM  
Office, Hongkong.  
The Contents and Value of Packages  
required to be declared prior to shipment.  
Shippers are particularly requested  
the terms and conditions of the Com  
Bill of Lading.  
N.B.—This steamer takes Passengers  
Cargo for Marseilles.

L. WOODIN,  
Acting Superintendent

Hongkong, 28th September, 1886.

**STEAM TO YOKOHAMA VIA N. SAKI AND KOBE.**  
(Passing through the INLAND SEA.)  
Taking Cargo on through Bills of Lading to  
VLADIVOSTOK and CHERPOVETSK.

**THE P. & O. S. N. Co.'s Steamship.**

"**THIBET**"  
will leave for the above place on **FRIDAY**  
the 15th October, at 2.30 P. M.  
**E. L. WOODIN,**  
Acting Superintendent.  
Hongkong, 28th September, 1886.

**STEAM TO SHANGHAI.**  
**THE P. & O. S. N. Co.'s Steamship**

"**VERONA**."  
will leave for the above place about  
after her arrival with the outward  
Mails.

**E. L. WOODIN,**  
Acting Superintendent.  
Hongkong, 28th September, 1886.

**FOR HAVRE AND LONDON.**  
**THE A I AMERICAN Ship**

"**ZOUAVE**."  
R. C. Soper, Master, will load here for  
Havre and will be quick despatch.  
For Freight, apply to  
**ARNHOLD, KARBERG & CO.**  
Hongkong, 4th September, 1886.

**FOR HAVRE AND LONDON.**  
**THE 3/3 L NAUTICAL Ship**

"**NAUPACUS**."  
Sanders, Master, shortly expected here  
for the above Ports and will have quick  
despatch.

For Freight, apply to  
HONGKONG, 10th September, 1886.

FOR HAMBURG.  
THE 33 L II British Bark  
"COSMO,"  
Bennett, Master, will load here for  
Port, and will have quick despatch.  
For Freight, apply to  
EDUARD SCHELLHAS,  
Hongkong, 1st September, 1886.

FOR VICTORIA. (V.)  
THE British Bark  
"ANTOINETTE,"  
Bunje, Master, shortly expected here  
quick despatch as above.  
For Freight, apply to  
MELCHIE  
Hongkong, 10th September, 1886.

FOR NEW YORK.  
THE American Bark  
"ANNIE W. WESTON"  
Duncan, Master, will load here for  
Port, and will have quick despatch.  
For Freight, apply to  
RUSSELL  
Hongkong, 14th September, 1886.

FOR NEW YORK.  
THE 5/8 L. I. American Bark  
"FRANCIS B. FAY"  
C. E. Petegrew, Master, will be  
at the above Port, and will have quick  
For Freight, apply to  
PUST  
Hongkong, 22nd September, 1886.

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Co.,  
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TEAM-  
D.

ENGLAND  
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& Co.

[1876

FOR NEW YORK.  
THE S/S L I I American Ship

"GEORGE CURTIS"  
Captain Sprout, will load here for  
Port, and will have quick despatch.  
For Freight, apply to  
SIEMSS  
Hongkong, 28th August, 1886.

FOR SAN FRANCISCO  
THE 100 A I American Ship

"T. F. OAKES,"  
Chf. Master, will load here for  
Port, and will have quick despatch.  
For Freight, apply to  
RUSS  
Hongkong, 7th September, 1886.

FOR SAN FRANCISCO  
THE British Ship

"GALATEA,"  
Wm. Colville, Master, will load  
above Port, and will have quick  
For Freight, apply to  
MELCE  
Hongkong, 23rd August, 1886.



